

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c, and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
which is incorporated the
HONGKONG TRADE REPORT,
Subscription paid in advance, \$12
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the world \$2.

Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 24th July, 1908. a1109

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Correspondents must forward their names and addresses with communications addressed to THE EDITOR, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGES.

On August 13th, at St. Oswald's Church, Chester, by the Rev. J. Lowndes, Vicar of the Parish, assisted by the Rev. C. Estane, Rector of Witton, Chester, MALCOLM HUNTER, seventh son of the late Edward Logan, of Upton, Llwyn, Chester, and of Mrs. Logan, Llwyn-y-croes, Llanyngwyn, and grandson of the late Lee Porch, Townend, Wincle Hall, Nantwich, Cheshire, to CECIL VERA, fourth daughter of the late UVEYDALE CORBETT, of Aishfield Hall and Crawall Hall, ashire, and of Mrs. Corbett.

[1402]

On September 30, at Shanghai, HENRY GEORGE WALTER FORDE, of COPHIAS, and FLORENCE LOUISE HAMILTON, of Bexley, to MILDRED CLARKE, to EDWARD E. VENKETWIT.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 181, FLEET STREET, EC.

The Daily Press.

HONGKONG, OCTOBER 6TH, 1908.

It is not strained language to say that the shipping world, especially on both sides of the Pacific, is anticipating the beginning of November with very keen interest. That is the date from which the American trans-continental railroad lines, if present intentions are fulfilled on the part of the American shipping companies, will cease to secure import-export business by way of the Pacific. As the eventful day draws nearer, with no fresh developments reported in the extraordinary situation which now exists, speculation as to the ultimate settlement has become greater. When the Interstate Commerce Commission came to the conclusion that rates between interior points in the country and non-contiguous foreign countries must be published, like domestic rates, the shipping companies recognised that the decision compelled them to abandon the ocean trade.

The new rates from Chicago to San Francisco are stated to be higher than the rates from

Chicago to the Orient via Suez while on inward freight from the Orient the railroads will charge more than the whole present through rate from the Orient to Chicago and the East. There is practically no local business between San Francisco and the Orient, and the passenger business, according to the General Manager of the Pacific Mail steamship companies, does not pay the coal bills. The effect therefore is disastrous to the shipping business. Apparently no great blame is levelled at the Commission which is believed to have interpreted the law correctly. The fault is charged to hasty legislation. And now we read that in consequence of this ruling America will no longer participate in the carrying trade of the Pacific. In other words the American shipping companies threaten to withdraw their ships and the Stars and Stripes will disappear from the Pacific Ocean. It hardly seems thinkable that this will really happen. When the United States is sending her battleship squadron on the longest cruise ever undertaken by such large vessels, and is demonstrating her power in the Orient, it does not seem likely that the excellent impression created will be thus rendered nugatory. The development of the American mercantile fleet has been watched with interest by a patriotic people, who are hardly likely to view with unconcern the disappearance of this Fleet from the Pacific on account of the unnecessary restrictions and burdens about to be imposed. Yet those interested declare that the new ruling will drive American steamers off the Pacific, and if nothing is done to alter the situation such a course is not improbable. So long as American law requires the officers and the major part of the crews of ships to be American citizens, deep sea commerce in American bottoms cannot make great headway against the more cheaply constructed and more cheaply manned Japanese vessels. Two alternatives are suggested. Either American ships should be sailed with Asiatic crews, or—and this appears to be the crux of the whole matter—subsidies should be granted to enable them to compete with foreign vessels. Most of the American ships on the Pacific have been controlled or operated by railway companies, and the loss on the ships has been made up by the profit on the railway. Now the railway companies see themselves fettered by having to publish their rates. They cannot lower the rates on domestic merchandise, and if they treated through goods to or from the Orient on the same lines the latter would be diverted to the Suez route. Hence their declaration to dispose of their ships. Should the Stars and Stripes disappear from the Pacific America's loss will be Japan's gain. Other foreign mercantile marines will also benefit, but Japan will doubtless reap the richest harvest. Of course the foreign vessels will have to suffer greatly in respect to the railway transport in America, so the issue is not quite so clear as it appears at first sight. The view has been suggested that the whole matter, as regards the continuance of the Pacific steamship services and the raising of freight rates affecting the Atlantic trade (which was reported about the same time) is a purely domestic question in which the issues raised are solely between the companies concerned and the Government and which is not in the least likely to affect America's trade with the Orient. That seems a sensible view of the situation, and sharing that opinion we express the belief that some means will be found to avert the cessation of the American Pacific merchant service. The order of the Commission may be withdrawn or modified. Subsidies may be granted. In any event we do not think Americans are likely to stand idly by and see their commerce carried on foreign ships.

The English Mail of the 6th September was delivered in London on the 3rd inst.

Mr. A. E. Cope, who was manager of the Hongkong and Shanghai Bank in Saigon, and in Manila in 1890, has died at home of cancer in the throat.

Winifred, Lady Howard of Glosop, a daughter-in-law of his Grace the Duke of Norfolk is touring through North China. Her husband has published several books of travel. A Singapore contemporary says it is stated in Chinese circles that a Chinese merchant of Hongkong Street has paid a fine, or forfeit, of \$1,250 for importing Japanese goods contrary to the boycott regulations.

Since the arrival in England, a year ago, of his Excellency Li Chan Fan, alterations of an extensive character have been carried out at the Chinese Legation in Portland Place, the interior of which presents an appearance which it has not known for years past, remarks a London contemporary. Already the new representative of the Celestial Empire has done a good deal of entertaining, among his more recent guests being Sir Robert Hart.

During the week ended the 3rd inst., not a single case of communicable disease was notified as having occurred in the Colony.

A fine of \$1 and \$10 compensation was the punishment meted out to John Tiernan, a seaman from the a.s. "King George," who was brought before Mr. Kemp yesterday on a charge of assaulting the watchman in charge of the Kai Hing wharf.

The first canned goods factory has been started in Shanghai. Messrs. Tai Fong and Co., Ltd., are the proprietors and their output consists of game, fish, fruit, vegetable, beef, and poultry, all of which are carefully tinned and can be sold at moderate rates.

It seems quite on the cards that our friend "Down South" will have his wishes for a musical comedy gratified in this near future. Although it still lacks confirmation, there is a remote that the A.D.C. will produce "A Country Girl" this season.

Dengue fever broke out on the "Wakayama Maru" about a week after leaving Bombay, and when the steamer reached Hongkong the medical authorities ordered 29 men to be removed to the hospital, where two succumbed. Three deaths took place before the vessel came into port.

Mr. Walter Cunnell, who for the last two years has been British Consul at Chinanfu, has been transferred to Hangchow and been succeeded by Mr. Bertram Giles. Mr. and Mrs. Giles are just lately out from a furlough in England. Previous to their furlough they were stationed in Changsha, Hunan.

The return of visitors to the City Hall Library and Museum for the week ending the 4th October, shows that of non-Chinese there were 387 to the Library and 162 to the Museum and of Chinese 206 to the former and 2,274 to the latter. The Library was, therefore, used by 593 persons and the Museum by 2,438.

An Indian sergeant found a native on Sunday carrying a very heavy load, and on examining it found it consisted of a load of copper coins, \$30 in all. The suspect declared he had brought it from Macao, but inquiries elicited the fact that he had broken into a shop in Queen's Road by means of removing part of the shutter. He was promptly taken into custody.

Bertoloni's refreshment rooms were broken into between Saturday night and Sunday morning, but curiously enough the robbers left the contents of the safe alone, missing a large sum of money and jewellery. They, however, appeared to have had a good time, having opened bottles of wine and partaken of cakes and chocolate.

Plague is on the increase at Tengshan, where the Chinese Engineering and Mining Co. mines are situated. Between 400 and 500 deaths have been recorded. The sanitary measures taken for the prevention of plague are greatly resented by the people, and it is feared that the efforts they make to evade the sanitary officials will result in the plague spreading in the province.

At the Magistracy yesterday nine Chinese were placed in the dock charged with gambling. Among the number were two district watchmen, the first defendant was fined \$3, the second \$5, and the others \$3 with the exception of the district watchmen who were remanded pending further inquiries. A district watchman who assaulted the lakong who arrested the watchmen was also on the charge sheet for assault.

The British Consul, reporting on the trade and commerce of the States of Oregon, Washington, and Idaho, for 1907, indicates a remarkable increase in shipments of wheat to the United Kingdom and to China and Japan. He writes: "In these last two countries numerous mills have been established, and as there is a lower import tax on wheat imported into Japan than on flour, shipments of wheat may be expected to increase and those of flour to diminish." He comments that it is gratifying to note that British manufacturers are more than holding their own in decorated and undecorated earthenware.

An armed robbery was attempted at Causway Bay early yesterday morning. While the master and man of a cargo boat were ashore two men armed with iron bolts crept on board and proceeding to the cabin where the master was slumbering they bound his hands with a rope. One attempted to insert a piece of cloth in his mouth with the object of gagging him, but, before this was accomplished the master yelled out "Save this." This brought the fakie to his assistance and the man who had tried to gag him was arrested but the other who had in the interval been collecting some of the crew's possessions dropped the articles and escaped. However, he was arrested later in the day. Both men will make their appearance before the Magistrate to-day.

Commenting on the postponement of the Japanese Exhibition, the Times says: "There can be no doubt that the decision to postpone the exhibition is wise if, as is stated, it would be impossible to make the necessary arrangements for the accommodation of a vast international gathering in the time available. The premature reception of the public is a vice to which the organiser of exhibitions are much given as has to some extent been exemplified now in this year even in London, which may claim to be the mother of such undertakings. The scale of the necessary preparations is inevitably much greater in a country, like Japan, of which the material development on Western lines is an affair of still recent date. But the Japanese need no mortification at the decision to which Marquis Katsuma's Cabinet has come. The resolve to postpone the exhibition of Japanese industries is in itself a further guarantee of their advance, and an element in a financial programme which is framed wisely and well."

Anglo-German relations were never on more friendly footing than now.

TELEGRAMS.

MARINE MAGISTRATE'S COURT.

Monday, October 5th.

BEFORE HON. COMMANDER BASIL H. TAYLOR, R.N. (MARINE MAGISTRATE).

A MISSING LIGHT.

Constable Connor proceeded against the master of a licensed cargo boat for failing, between sunset and sunrise, to exhibit a white light at the bow visible all round at a height of not less than three feet above the gunwale, while under way in the harbour.

Defendant pleaded not guilty stating that he lit his lamp several times, but the wind blew it out.

A fine of \$1 was imposed.

EXCESS PASSING FEES.

A boatwoman, and Li Ko Sau, was prosecuted for carrying five persons in excess of the number allowed by her license.

Defendant pleaded guilty, stating that she had five children on board.

His Worship imposed a fine of \$15, the alternative being five weeks' imprisonment.

OBSTRUCTION.

The master of the private steam launch "Yuen Hang" was prosecuted by Constable Connor for unlawfully anchoring his launch off Murray Pier, and thereby causing an obstruction to the free access of other vessels thereto.

Defendant was ordered to pay a fine of \$5, in default, 14 days' imprisonment.

LAUNCH'S WHISTLE.

Lance-Sergeant Jackson proceeded against the master of the steam launch "Cunon Lee" for blowing the steam whistle of his vessel other than for the purpose of navigation.

Prosecutor stated that on the 29th instant he heard defendant blow two short blasts on his whistle while in the Central Fairway, and shortly afterwards, one long blast. Defendant did not alter his course. He was blowing a jack, which he took alongside the a.s. "Hupsh." Witness asked defendant why he was blowing his whistle, and he replied that he was blowing for the No. 1 engine on board the steamer.

Defendant stated that he blew two short blasts twice to indicate that he was altering his course. He did not blow a long blast, neither did he tell the police that he wanted to call the attention of anyone on board the ship.

The further hearing of the case was adjourned.

INTERPORT SHOOTING.

SINGAPORE'S SCORE.

SINGAPORE, October 5th.

The Singapore team shot off in the Interport Rifle Match this morning. There was a good light and no wind. The total score was 937. Individual scores were as under:—

Watt	162
Brown	101
Tan Chow Kim Long	97
Flower	86
Kemp	95
Silva	94
Tancoobin	92
Killit	91
Colbeck	72

The Hongkong team will shoot about the 14th inst.

The complete record is as follows:—

1898: Shanghai, 819; Singapore, 777; Hongkong, 774.

1899: No match.

1900: Hongkong, 867; Shanghai, 830; Singapore, 741.

1901: Hongkong, 822; Shanghai 82; Singapore, 763.

1902:

MANCHESTER AND THE FAR EAST.

At the half-yearly meeting of the Manchester Chamber of Commerce, the President, Mr. Francis Ashworth, made some pertinent remarks on trade, more especially as it affects Manchester and the Far East. In the course of his remarks he said: "It is necessary to refer briefly to the vast changes that have taken place, especially during the last 10 years, and changes still in progress in the regions of the Far East which vitally affect the commercial outlook in those countries. In 1893 the United States assumed possession of the Philippines. By the terms of the Spanish Treaty of Paris, the United States undertook not to place Spanish imports into the Philippines at any disadvantage as compared with imports from the United States, for a period of 10 years. Under the 'most-favoured-nation' clause, this concession applied to the United Kingdom also, and our trade has, in consequence, suffered no check. But this treaty expires next April, and it remains to be seen how far the United States will go in formulating a new tariff. If it is to be assimilated with the tariff of the States, British interests must suffer more or less. It is hoped, however, as there are no existing industries of importance in the Philippines to require protection, that, in the interest of the islanders, the United States Government will be content to impose a moderate tariff. Our exports of cotton goods to the Philippines average about 36,000,000 yards per annum, and there is some transhipment of British-made goods from China. The area of the Philippine Islands is not much less than the area of the United Kingdom, but the population is only about 9,000,000.

The advance of Japan from a comparatively obscure position to that of a first class Power, is a romance of modern history. It is founded on the means of establishing a gold standard, which immensely increased the stability of her finances and led to great developments of banking facilities. Ten years after the struggle between China and Japan came the Russo-Japan war, Japan's ability to vanquish the forces of a leading European nation was a revelation to the civilised world; at the close of the war she was in a position to establish the Portsmouth Treaty of 1905 with Russia, afterwards ratified in essential parts by China, and to obtain from Great Britain's renewal of the Anglo-Japanese Alliance until 1915. Japan is making rapid headway in establishing her trade in Northern China, and especially Japanese cotton manufactures. Japanese banks are established at Mukden, Tientsin, and Kuan-ting-Cheng-Tze, while there is not even a single British or American bank in Manchuria, a large province steadily growing in commercial importance. The Japanese Government is also energetically pushing forward the national interests in Korea, not without much opposition and disturbance by the Korean population. There are already 600 miles of railway in Korea, and a correspondent of the "Morning Post" has stated that it is estimated that Japan will invest £3,000,000 in extensions during the next 10 years.

JAPANESE MILLS.

It is clear that European nations, and Britain especially, which country is in a position to lead the way in export trade to the Far East, must expect keen and growing competition from these hardy, clever, and persevering islanders. Japan's cotton-mills include about 1,000,000 spindles, mostly for low counts, which are run day and night. There are no available statistics of power looms, so far as I know. British exports of textile machinery to Japan steadily increase. From a value of £78,000 in 1892 the total rose to £263,000 in 1907. Our exports of cotton cloth to Japan only averaged 100,000,000 yards per annum—for the four years 1904-7—say 2 yards per head for the population of 50,000,000. Import duties bar out our coarse fabrics, and we only get in trade in finer cloths and highly finished goods which, so far, Japan cannot produce for herself. Japanese imports into China increased nearly fourfold in the 10 years ending 1906. Japanese spinners are striving hard to extend their markets in China, competing against Indian yarns, but the Chinese are not well-disposed towards their neighbours at present, and the progress of Japanese commerce is hindered accordingly.

TRADE WITH CHINA.

The problem of China—how to extend commerce with her and how to promote the development of her immense natural resources—has exercised the skill and diplomacy of Western nations for half a century, and still remains practically unsolved. Commercial treaties have never had a really effective result for 50 years, owing to the obstructive tactics of the provincial mandarins. Transit passes, intended by a treaty in 1858 to promote trade by freeing imported goods from all internal charges in consideration of an extra 24 per cent duty at the port of entry, are largely disregarded still, as they were found to be at the Blackburn Mission in 1897-7. The Mackay Treaty of 1903, ratified between Great Britain and China, contains most valuable provisions both for the interests of China and for the outside world. The establishment of a uniform national coinage was one, but the currency is still in hopeless confusion.

THE GERMAN MANEUVRES.

A telegram from Alsace to an English paper dated the 1st ult. says:—

The grand manœuvres of the German Imperial Army begin on September 7 and last three days, the troops engaged being the 15th Army Corps (Alsace), under General Gilze, and the 16th Army Corps (Lorraine), under General Gaffron. Bavarian infantry and cavalry will bring the total number of troops to about 70,000 or 80,000.

The scene of action will be the hilly country between the Vosges, the French frontier, and the line drawn through Metz, Saargemünd, and Zabers. The 16th Corps will advance from the west and the 15th Corps will be to drive it back or hold it in check. Rivers, woods, and hills will have to be crossed by the troops.

Motor-cars, cycles, wireless telegraphy, the field telephone, and all the latest technical appliances will be used, but the army airships will not be employed. A new invention is an electric apparatus to warn advancing, infantry when they come into the zone of fire of their own artillery.

The troops will be billeted on the population. A general is entitled to three rooms, a staff officer to two, and a subaltern to one. Two non-commissioned officers will share one room, and each private must be provided with a good bed, a clean mattress of hair or straw, and a towel and water. Good stabling for horses is insisted on.

A general pays 2s. 3d. a day for his room, staff officers 1s. 8d., subalterns 1s. 6d., non-commissioned officers 2s. 3d., and privates 2s. Good food must be provided, each soldier receiving, among other articles, 1lb. meat, 1lb. bread, coffee, vegetables, and salt. Officers' food must be provided for 2s. 6d. a day and privates for 1s. 2d. This scarcely covers half the expense, and the billeting amounts, in fact, to a sum of £100.

ENGAGEMENT BRACELETS.

A French contemporary has been entertaining its readers with the latest London fashion, the engagement bracelet worn by men. It is said to be very popular, and the New Bond-street jeweller who invented this outward and visible sign of bliss in expectation is unable to cope with the demand. The bracelet is a simple gold band which, fastened with a clasp, can only be unlocked with a peculiar kind of key. It seems that the fiancée buys the bracelet, and our correspondent to whom we are indebted for the information adds that he generally purchases the key, but we are left in ignorance whether the fiancée or fiancé is the custodian. The bracelets cost from £3 to £20.

THE IMPORT TRADE AT SHANGHAI.

The N.C. Daily News of the 1st inst. says:—One of our local contemporaries published an article recently dealing with the import trade; some excellent ideas and much useful information were given, but one rather serious error was made: it was stated that the old heavy stocks of nearly all articles had been slowly but almost entirely cleared. China was compared to a convalescent who had passed through the crisis. While it is not desirable to represent local conditions in an unduly gloomy light, the reverse would be equally harmful, for Home papers are always ready to reproduce extracts from newspapers in the Far East. The consequence of an article, such as the one referred to, might be that a batch of commercial travellers at once would be sent here where they will not be needed for many months, at least. The fact is that the stocks in Shanghai approximately are sufficient for eight months; with goods held in the interior and those about to arrive added, there would be no danger of a real shortage occurring even if no fresh orders were given until next May.

During the last year the statement has been made and published several times that importers considered a ten months' supply was not too heavy for such a market as ours. One importer went so far as to say that short stocks (say two months') would be a real danger and famine prices the consequence. Experience does not support that view; but if such a contingency were possible, what a grand opportunity would be presented for the piece goods firms to recoup the heavy losses of 1897-8. But why should the Shanghai market be more able to carry heavy stocks than markets elsewhere? Shanghai is not a place where large stocks are consumed; it is a distributing centre, its business is to supply all the smaller outside markets the goods required. The ideal state for such a market would be to carry no stocks at all, but to transfer all arrivals at once to the interior. Like most ideals this one is impossible, although the requirements of the consuming centres are fairly regular. Demand occurs at the two seasons when new summer and new winter clothing are required. It would be impossible to regulate imports on a perfect basis, because the business is done by so many people working independently; consequently there always will be a certain amount of stocks not wanted at the moment. And these ought to be kept as small as possible, in view of the fluctuating currency. With a drop in silver such as we are now experiencing it is decided scarcity of goods could readily price up to a payable basis. Large stocks of goods settled at a higher rate will make it possible for months or years the sale of new goods of the same level which have to be settled at much lower rates. Thus when importers must sell (which is always the case with some houses) disasters are the natural consequence. It would not be going too far, perhaps, to say that of all markets in the world those of China in general and Shanghai in particular are the least able to carry heavy stocks.

The question then arises as to what method should be adopted to prevent accumulations of stocks. More than one attempt has been made by importers to arrive at a satisfactory arrangement, but none has been decided, so far. Bargain money for new orders cannot be obtained, for the very best Chinese bongs are neither willing nor able to pay bargain money and foreign merchants are always quite ready to book their orders. At the present time all the second and third-class dealers, being bankrupt, are not likely to cause much trouble in the future unless absolute carelessness is shown in dealing with them.

The new system—if one can be evolved—must be a natural consequence of present conditions, though it is difficult to make them more careful, too, in the future. There are from ten to twenty reliable Chinese dealers left in the market; they will give their orders to some of the hundred or more importers, and the foreign houses which do not participate in these orders must either close their piece-goods trade or carry on speculatively. It remains, therefore, for importers, whether they import goods for China or on their own account, to watch the market closely and not to order any goods that cannot be disposed of, beyond doubt, on arrival. To be able to do this both knowledge of the business premises along Upper Thames Street, still benefit by this old measure. But for nine years past an attempt has been made to carry on successfully in this market, and avoid becoming the prey of travellers, compradores, and such dealers, is to avoid accumulation of stocks. Shanghai cannot carry stocks on account of the currency.

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HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Eileen's Crème Charnante, Lain Charnant and Special Skin Tonic and Pouder Charnant will enable you to do it.

Specialities for the Skin are the study of a lifetime. A S. Watson & Co., Ltd., Sole Agents.

THE KING OF SIAM'S BIRTHDAY.

The fifty-fifth anniversary of the birth of His Majesty the King was celebrated on the 21st ult. with all the customary loyalty and enthusiasm. In Bangkok the celebration is practically official, the popular rejoicings being more conveniently associated with the anniversary of the Coronation. The Prince of the Royal House and the higher officials attended at the Grand Palace during the morning to offer their respectful congratulations, and the usual salutes were fired.

At 1 p.m. His Majesty received the Diplomatic and Consular Corps, when an address of which the following is a translation from the French was read by the Dean, M. de Margerie, French Minister Plenipotentiary and Envoy Extraordinary:—

Sire.—In the names of the members of the Diplomatic and Consular Corps, whom an address of which the following is a translation from the French was read by the Dean, M. de Margerie, French Minister Plenipotentiary and Envoy Extraordinary:—

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until cancellation.

Applications for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

WANTED AT ONCE.

TRADE for Survey Office at Tai Po, New Territory. Must be able to speak and write English, and be a neat Draughtsman. Apply personally.

SURVEY OFFICE, P.W.D.

Hongkong, 6th October 1908. 1433

TO LET.

A BERTHOLWYN, PEAK ROAD, from 1st March next. Excellently furnished, Hot and Cold Water laid on. Tennis Court and Swimming Bath.

Apply to HENRY HUMPHREYS,

Alexander Buildings, Hongkong, 6th October, 1908. 1404

NOTICE TO CONSIGNEES.

STEAMSHIP "CRAIGIVAR," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 5th October, 1908. 8

THE SWEDISH EAST ASIATIC CO., LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"PEKING,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Oct., will be subject to rent.

All broken, chafed, and damaged Goods will be left in the Godowns, where they will be examined on the 10th Oct., at 3.30 A.M.

All Claims must reach us before the 11th Oct., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO.,

Agents.

Hongkong, 5th October, 1908. 6

AUCTION SALE

OF VERY VALUABLE LEASEHOLD PROPERTY.

Being the Remaining Portion of Section "B" of Inland Lot 115 (No. 5, SHELLY STREET).

Situate at VICTORIA, HONGKONG.

To be Sold by ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

TO-DAY (TUESDAY),

the 6th OCTOBER, 1908, at 2.30 o'clock

in the Afternoon,

IN ONE LOT.

By

MR. GEORGE P. LAMMERT, Auctioneer, at his Auction Rooms in Duddell Street.

The Property consists of:

ALL THAT Piece or Parcels of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as the REMAINING PORTION of SECTION "B" OF INLAND LOT 115 and all Buildings thereon consisting of No. 5, SHELLY STREET, and the Appurtenances thereto belonging, built under the Crown Lease of Inland Lot 115, dated the 16th day of March 1846, for the term of 75 years from the 2nd March, 1846, subject to an apportioned Crown rent and to the covenants and conditions contained in the said Lease.

For further particulars apply to

Mrs. DENNYS & BOWLEY,

Solicitors, Supreme Court House, Hongkong, or to

MR. GEORGE P. LAMMERT,

Auctioneer.

Hongkong, 6th October, 1908. 1313

E. R.

HONGKONG TECHNICAL INSTITUTE,

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will commence on MONDAY, October 5th:

ENGINEERING SECTION:

Building Construction and Drawing.

Machine Drawing.

Steam.

Mathematics.

Mechanics.

Physics.

COMMERCE SECTION:

English.

French.

Short-hand (including Typewriting).

Book-keeping.

SCIENCE SECTION:

Theoretical Chemistry.

Practical Chemistry.

Physics.

Copies of the Prospectus, and Entry Forms for intending Students may be obtained on application to the undersigned. Certificate gained by Students last Session will be distributed in QUEEN'S COLLEGE HALL, on THURSDAY, October 8th, at 5.45 P.M.

E. RALPHS,

Director.

Hongkong, 30th September, 1908. 1377

INTIMATIONS

HUMPHREYS ESTATE & FINANCE COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an ADJOURNED EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, Victoria, Hongkong, on THURSDAY, the 8th day of OCTOBER, 1908, at Noon, for the purpose of considering and if thought fit of passing the Subjoined Resolution:-

"That the sum of \$50,000 now standing at the credit of Fund for Equalization of Dividend be transferred to the credit of "Typhoon and Floods Insurance Fund."

NOTICE IS HEREBY GIVEN that an ADJOURNED EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, Victoria, Hongkong, on THURSDAY, the 8th day of OCTOBER, 1908, at 12.10 P.M. for the purpose of considering and if thought fit of passing the Subjoined Resolution:-

"That Article No. 54 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—"Three Members personally present shall be a quorum for an Ordinary General Meeting. For all other Meetings the quorum shall be five."

"That Article No. 111 of the Articles of Association of the Company be altered by deleting the words "the Governing Director or by two Directors" on the seventh line thereof and substituting the following words therefor:—"The General Manager."

Should the above Resolution be duly passed it will be submitted for Confirmation as a SPECIAL RESOLUTION to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 1st day of October, 1908.

JOHN D. HUMPHREYS & SON,

1384

General Managers.

CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY MEETING of Shareholders will be held at the Office of the undersigned on FRIDAY, the 23rd Inst., at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.

JARDINE, MATTHESON & CO., LTD.

General Agents.

Hongkong, 2nd October, 1908. 1388

NOTICE.

A TAN EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS held on the 7th September last, it was proposed and confirmed that Messrs. W. SHEWAN & CO., be appointed General Managers.

A. F. ARCELLI,

Chairman.

CAMPBELL MOORE & CO., LTD.

Hongkong, 2nd October, 1908. 1390

THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE.

M. R. C. PEMBERTON has been appointed SECRETARY to the Company from This Date.

E. SHELLIM,

Chairman.

Hongkong, 21st September, 1908. 1355

NOTICE.

A. J. L. persons owing money to or having

CLAIMS against the late MR. J. K. HARLOW, Daito, Formosa, who died 28th September, are requested to refer same to TAIT & CO., Daito, Formosa. Such references to reach the latter on or before 31st December, after which no claims will be entertained.

Hongkong, 2nd October, 1908. 1382

CANTON INSURANCE OFFICE LTD.

NOTICE.

THE HONGKONG INSURANCE CO., LTD.

NOTICE.

THE SWEDISH EAST ASIATIC CO., LTD.

NOTICE.

<p

BANKS

NEEDERLANDSCHE HANDEL
MAATSCHAPPIJ
(NETHERLANDS TRADING SOCIETY),
ESTABLISHED 1824.
PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 5,750,000 (about £473,407)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

Branches: Singapore, Penang, Shanghai, Chinkow, Bangkok, Samrang, Sourabaya, Cheribon, Pagan, Pecalongan, Pascoeran, Tjilatap, Padang, Medan (Del), Palembang, Kota Radja, (Achen) Bandjermasen.

Correspondents: at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanol, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITH'S BANK
LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

On Fixed Deposits 12 months 4½% per annum.
do 6 do 4½ do.
do 3 do 3½ do.

J. L. VAN HOUTEN, Agent,
Hongkong, 16th July, 1908.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP.—Sh. Taels 7,500,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Hamburg, Colutta, Hankow, Tientsin, Peking, Tsinan, Tsingtao, Kobe, Yokohama, Singapore.

Founded by the following Banks and

BANKERS: KÖNIGLICHE SEBHANDLUNG (PREUSSISCHE STAATSBANK), Berlin.

DIREKTION DER DISCONTO-GESELLSCHAFT

DEUTSCHER BANK

S. BLEICHEBODER

BERLINESISCHE HANDELS-GESELLSCHAFT

BANK LÜBEK HANDEL UND

INDUSTRIE

ROBERT WABSHAUER & CO.

MÜNCHEN & CO.

M. A. VON ROTSCHEID &

SÖHNE

JACOB S. H. STERN

NOEDDUTSCHE BANK IN HAMBURG, HAMBURG

SAL. OPPENHEIM, JR., & CO., KOELN.

BAIERISCHE HYPOTHEKEN UND WECHSEL-BANK, MÜNCHEN.

LONDON BANKERS:

Mauris N. M. ROTSCHEID & SON:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO-GESELLSCHAFT

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907.

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,

HEAD OFFICE: LONDON.

PAID UP CAPITAL £1,200,000

RESERVE FUND £1,252,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent.

for 6 " 3½ "

for 3 " 2½ "

JOHN ARMSTRONG, Manager.

Hongkong, 14th May, 1908.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTORISED CAPITAL £1,500,000

SUBSCRIBED £1,125,000

PAID UP £562,000

RESERVE FUND £210,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:

For 12 months 4 per cent.

For 6 " 3½ "

For 3 " 2½ "

EVAN ORMISTON, Manager.

Hongkong, 23rd April, 1908.

THE YOKOHAMA SPECIE BANK

LIMITED.

CAPITAL PAID UP Yen 24,000,000

RESERVE FUNDS Yen 15,100,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo Kobe Osaka

Nagasaki London Lyons

New York San Francisco Honolulu

Bombay Calcutta

Chittagong Tientsin Peking

Newchwang Dali Port Arthur

Antung Liuyang Mukden

Tieling Chung Chun

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5½ per annum

" " 6 " 4%

" " 3 " 3½ "

TAKEO TAKAMICHI, Manager.

Hongkong, 18th September, 1908.

BANKS

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid-up) Yen 5,000,000

Reserve Fund Yen 1,140,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES.

Amoy Kobe Taiwan
Pingtung Nagasaki Tamsui
Fuchow Osaka Tokyo
Keelung Shanghai Yokohama

SWATOW.

HONGKONG OFFICE:

3, DES VENUS ROAD.

Interest allowed on Current Account

Deposits received on terms which may be had

on application.

D. TOLEDOW, Manager.

Hongkong, 16th September, 1908.

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INTERNATIONAL BANKING

CORPORATION.

CAPITAL PAID UP Gold \$3,250,000

= about Mex. \$7,222,222

RESERVE FUND Gold \$3,250,000

= about Mex. \$7,222,222

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description

of Banking and Exchange business, receives

money. Current Account at the Rate of

2½ per annum on Daily balances and accept

Fixed Deposits at the following rates:—

For 12 months 4½ per cent. per annum.

For 6 " 3½ " "

For 3 " 2½ " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong 8th April, 1908. 1103

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS:

STERLING £1,500,000 at 2½ = \$15,000,000

SILVER \$14,000,000

\$29,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

E. SHELLIN, Esq., Chairman.

Hon. Mr. W. J. GLEESON, Deputy Chairman

E. G. Barrett, Esq.

C. G. R. Broderick, Esq.

G. Friedland, Esq.

R. Shaw, Esq.

Hon. Mr. H. A. W. Slade

H. E. Tomkins, Esq.

CHIEF MANAGER

Hongkong—J. R. M. SMITH

MANAGER

Shanghai—W. ADAMS CRAM.

LONDON BANKERS—LONDON AND COUNTIES
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per

cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 2½ per cent. per annum.

For 6 months 3½ per cent. per annum.

For 12 months 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 22nd August, 1908. 20

HONGKONG SAVINGS BANK

THE BUSINESS of the above Bank is

conducted by the HONGKONG AND

SHANGHAI BANKING CORPORATION.

Balances may be obtained on application

INTEREST on deposits is allowed at 3½

Per cent. per annum.

Depositors may transfer at their option

balances \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 21.

ASIATICS IN THE TRANSVAAL.

The following communication was sent to the

Colonial Secretary of the Transvaal Govern-

ment on July 21st last by Leong Quina, the

Chairman of the Transvaal Chinese Associa-

tion.

Sir,—On behalf of the Chinese Association

I have the honour to inform you that, in view

of the renewal of persecutions against British

Indians for not taking out licences in accordance

with the Asiatic Act, my association has review-

ed its own position and it has come to the

conclusion that it will not sit still and share

SHIPPING.

ARRIVALS.

AMIGO, German str., 522, Fransend, 5th Oct.—
Holloway, British str., 2,874, B. C. Edmonds, 5th Oct.—Manila, 1st Oct. Dowlan & Co.
DEVAKWONORE, German str., 1,054, F. Reichwald, 5th Oct.—Bangkok 28th Sept., Rice and Wood—Butterfield & Swire.
GLENFALLOCH, British str., 2,172, Bainbridge, 5th Oct.—Singapore, 30th Sept. General Chinese.
KWANGTAH, Chinese str., 1,534, Wm. H. Lunt, 5th Oct.—Shanghai 2nd Oct. General Chinese.
PHEUMENPI, British str., 1,666, Scott, 4th Oct.—Saigon, 30th September. General Chinese.
SABINE RICKMERS, Dutch str., 573, Frois, 5th October—Balki Pepon 26th September, Kerosene Oil—Meyer & Co.

SHONSON MAU, Japanese str., 1,903, T. Suruga, 5th October—Shanghai, Foochow, Amoy & Swatow 27th September. General—Osaka Shosha Kaiwa.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE
5th October.
Brasilia, German str., for Haiphong.
Glenfalloch, British str., for Amoy.
Prometheus, British str., for Singapore.

DEPARTURES.

5th October.
MACHU, German str., for Swatow.
PEKING, German str., for Shanghai.
PETCHABURI, German str., for Bangkok.

SHIPPING REPORTS.
The British str. *Pheumepi* reports. Fresh S.W. wind to Paracels from hence to port, N.E. winds equally weaker.

VESSELS IN DOCK.

October 5th.
ABERDEEN DOCKS.—*Drifur*, *Twistal*.
YOKOON DOCKS.—*Moregon*, H.M.S.
Whiting, U.S.S. *Albatross*, Montrose, Kiang Tsu.
Sierra Blanca, Kiang Chi, Liki, H.M.S. *Clio*, H.M.S. *Moore*, H.M.S. *Cacatu*.
COSMOPOLITAN DOCKS.—*Shimano Maru*, *Orsi*.

VESSELS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship
"HAIMUN,"
Captain J. W. Evans, will be despatched for the above Ports TO-DAY, the 6th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers,
Hongkong, 3rd October, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE,"
Captain Holm, will be despatched as above on THURSDAY, the 15th October at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
GIBR. LIVINGSTON & Co., Agents,
Hongkong, 22nd September, 1908. 1336

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AIDEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELTA,"
Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for Bou Bay, &c., on SATURDAY, the 17th October at NOON, taking passengers and cargo for the above port in connection with the Company's a/c. "BETANNIA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

SHK and Valuables, all cargo for France & Tea for London (under arrangement will be transhipped at Colombo) into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the H.M.S. "MARMORA," due in London on the 28th November, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to

F. J. ABBOTT,
Acting Superintendent,
Hongkong, 4th October, 1908.

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR

己酉英中年五十
FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 60TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SU.

PRICE 8s CASH

On sale at the "HONGKONG DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 8th inst., at 10 A.M.
LONDON, ANTWERP & HAMBURG	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner, E.N.E.	SHEWAN, TOME & CO.	About 13th inst.
LONDON, HAVRE & ANTWERP	GLENLOCHY	Brit. str.	—	E. J. Stallard	MCGREGOR BROS. & GOW	On 14th inst.
LONDON &c. via USAL POE, "CALL."	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 17th inst., at Noon.
ALEXANDRIA, ANTWERP & HAMBURG &c.	SPZIA	Gor. str.	k. w.	Kotze	HAMBURG-AMERICA LINIE	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	SILSIS	Gor. str.	k. w.	v. Hoff	HAMBURG-AMERICA LINIE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Gor. str.	k. w.	Hildebrand	HAMBURG-AMERICA LINIE	On 31st inst.
MARSEILLES, &c. via PORT OF CALE	SENEGAMBIA	Fr. str.	—	Eckhorn	MESSEAGERIES MARITIMES	On 15th November.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VILLE DE LA CHOTAT	Fr. str.	—	Barillon	NIPPON YUSEN KAISHA	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	INABA MARU	Jap. str.	—	Wm. Bainbridge	MELCHERS & CO.	On 14th inst., at D'Light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRANQUEBAR	Dan. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	Middle of October.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	Krause	HAMBURG-AMERICA LINIE	On 23rd inst., at D'Light
MARESIA, ALGIERS, GIBRALTAR, &c.	LIPERIA	Jap. str.	k. w.	C. Dewers	MELCHERS & CO.	Beginning of November.
LUZON	LUZON	Ger. str.	—	Raiolich	SANDE, WIELER & CO.	To-morrow at Noon.
AUSTRIA	AUSTRIA	Brit. str.	—	DODWELL & CO., LD.	DODWELL & CO., LD.	About 24th inst.
SHIMCIA	SHIMCIA	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 13th inst., at Noon.
INDRANI	INDRANI	Brit. str.	—	DODWELL & CO., LD.	DODWELL & CO., LD.	On 21st inst.
PATHAN	PATHAN	Brit. str.	2 m.	CANADIAN PACIFIC R. CO.	CANADIAN PACIFIC R. CO.	On 17th inst., at 4 P.M.
EMPERE OF INDIA	EMPERE OF INDIA	Brit. str.	1 m.	DODWELL & CO., LD.	DODWELL & CO., LD.	On 10th Nov., at Noon.
GLENFARG	GLENFARG	Brit. str.	—	B. C. Edmonds	B. C. Edmonds	On 9th inst.
CRAIGYAR	CRAIGYAR	Brit. str.	—	K. Kawa	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
SHINANO MARU	SHINANO MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
TANGO MARU	TANGO MARU	Jap. str.	—	W. von Soden	MELCHERS & CO.	On 8th inst., at 5 P.M.
PRINZ WALDEMAR	PRINZ WALDEMAR	Ger. str.	—	A. E. Sandbach	BUTTERFIELD & SWINE	On 10th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIWAN	Brit. str.	—	A. F. Vine, E.N.E.	GIBS, LIVINGSTON & CO.	On 15th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPERE	Brit. str.	—	P. & O. S. N. Co.	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	C. L. Daniel	NIPPON YUSEN KAISHA	On 27th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Arakawa	NIPPON YUSEN KAISHA	On 16th inst., at 5 P.M.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	Bremner	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
NACASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Kenzie	BUTTERFIELD & SWINE	Quick despatch.
JAPAN	TIKINI	Dut. str.	—	G. Roth	MELCHERS & CO.	On 12th inst.
AMIRAL OLY	AMIRAL OLY	Fr. str.	1 m.	T. Suruga	OSAKA SHOSEN KAISHA	On 8th inst., at 9 A.M.
NEWCHANG	NEWCHANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	About 11th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	Ger. str.	—	A. F. Vine, E.N.E.	P. & O. S. N. Co.	About 12th inst.
SHANGHAI	CHOBICH MARU	Jap. str.	—	E. F. Forsey	MESSEAGERIES MARITIMES	About 15th inst.
SHANGHAI	HANGSANG	Brit. str.	—	G. H. Pennefather	HAMBURG-AMERICA LINIE	On 18th inst.
POLYNESIEN	ASSAYE	Brit. str.	—	A. W. Outerbridge	NIPPON YUSEN KAISHA	On 28th inst.
SENEGAMBIA	SENEGAMBIA	Brit. str.	k. w.	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 28th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	P. H. Holfe	SHEWAN, TOME & CO.	Quick despatch.
SHANGHAI & KOBE	KAGESHIMA MARU	Brit. str.	—	B. W. Almond	MELCHERS & CO.	On 11th inst., at 10 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SITONIA	Brit. str.	—	F. Sembill	CARLOWITZ & CO.	To-day, at 2 P.M.
SHANGHAI & JAPAN	FOOKSANG	Brit. str.	—	M. Winkler	NIPPON YUSEN KAISHA	To-day, at Noon.
ANPING VIA SWATOW & AMOY	TSILIWONG	Dut. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 14th inst., at 1 P.M.
SWATOW, AMOY & FOOCHEW	DAIJIN MARU	Jap. str.	—	Pand	JAVA-CHINA-JAPAN LIJN	On 9th inst., at 1 P.M.
SWATOW, WEIHAIWEI, CHEEFOO & TIENTSIN	KUOKIANG	Brit. str.	—			Quick despatch.
MANILA, CEBU & ILOILO	HAIMUN	Brit. str.	—			
MANILA	HUTCHOW	Brit. str.	—			
MANILA	SUNGXIANG	Brit. str.	—			
KUDAT & SANDAKAN	TSAN	Brit. str.	—			
BOMBAY VIA SINGAPORE & PENANG	LOONGSANG	Brit. str.	—			
BOMBAY VIA SINGAPORE & COLOMBO	ZAFIEO	Brit. str.	—			
SINGAPORE PENANG & CALCUTTA	ISCHIA	Brit. str.	—			
BATAVIA, CHERIBON, SAMARANG, &c.	TOTOMI MARU	Brit. str.	—			
	NAMSANG	Brit. str.	—			
	TUPANAS	Dut. str.	—			

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE, YOKKAICHI, AND YOKOHAMA.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

PORT	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	NORE	10 A.M. 8th	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MAREUILLES	Capt. G. Phillips	Oct.	
SHANGHAI, MOJI, KOBE, POONA, ASSAYA, SHANGHAI	Capt. A. F. Vire, E.N.E. Capt. C. L. Daniel	About 11th Oct.	Freight only.
LONDON VIA USUAL PORTS	DELTA	11th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	17th Oct.	See Special Advertisement.
For further Particulars apply to			
F. J. ABBOTT, Acting Superintendent.			

Hongkong, 6th October, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

PORT	STEAMERS	TO SAIL
SWATOW and SHANGHAI	* "KIUKIANG"	On 6th Oct., 2 P.M.
MANILA, CEBU and ILOILO	* "TEAN"	On 6th Oct., 4 P.M.
NEWCHIANG	* "SUNGKIANG"	On 6th Oct., 4 P.M.
SWATOW, WEIHAIWEI, CHEFOU and TIENTSIN	* "NANCHANG"	On 6th Oct., 4 P.M.
MANILA ZAMBOANGA, TUBS-DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with TRANSPIRATION FOR TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	* "HUILCHOW"	On 6th Oct., 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through all Australian, New Zealand and Tasmanian Ports.		
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		11

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

PORT	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Friday, 9th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 9th Oct., 1 P.M.
MANILA	"LOONGSANG"	Friday, 9th Oct., 4 P.M.
MANILA	"YUENSANG"	Friday, 16th Oct., 4 P.M.
SH'HAL, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Wednesday, 28th Oct., Noon.

RETURN TOURS TO JAPAN.

OCUPATING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Port, Chafou, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 6th October, 1908.

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REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

PORT	THE CO. S. S.	LEAVING	THURSDAY	8th Oct.
* SHANGHAI VIA SWATOW, "CHOSHUN MARU"	Capt. T. SUGI	at 9 A.M.		
* AMOY & FOOCHOW				
* TAMSWI VIA SWATOW, "DAIJIN MARU"	Capt. I. SAKURAI	at 10 A.M.	SUNDAY	11th Oct.
* AMOY				
* ANPING VIA SWATOW, "SHOSHU MARU"	Capt. YUICHI	at 10 A.M.	WED'DAY	14th Oct.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unravelled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 6th October, 1908.

T. ARIMA, Manager.

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HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE	FOR ALEXANDRA, ANTWERP & HAMBURG
SS. SENEGAMBIA	SS. SPEZZA
SS. SITHONIA	SS. SILESIA
SS. SCANDIA	SS. SAMBIA
SS. BRISGAVIA	SS. SENEGAMBIA
SS. C. FERD. LAEISZ	SS. GENOA, MARESILLES, ANTWERP & HAMBURG
SS. ISTRIA	SS. LIBERIA
SS. SAXONIA	About beg. of Nov.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

12

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

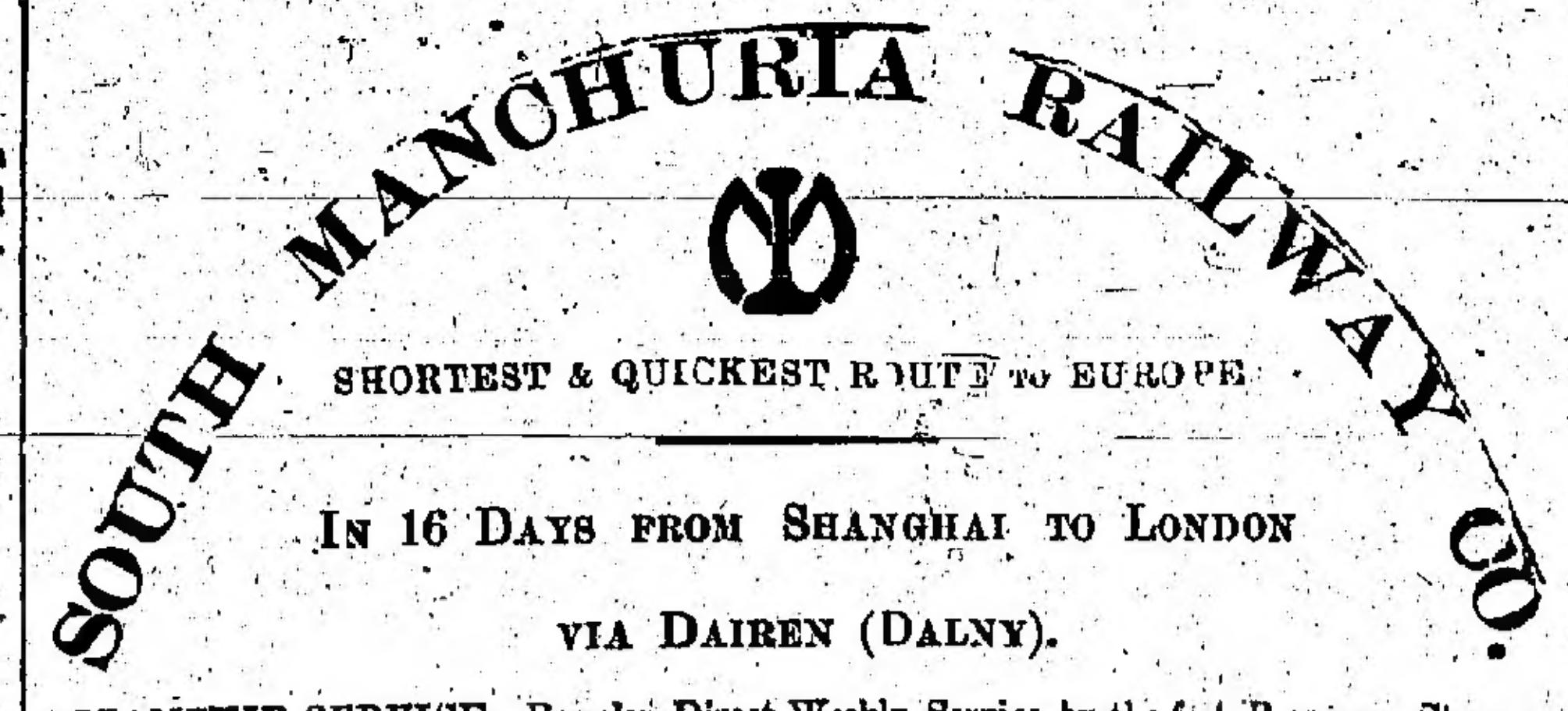
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	PORT	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 10th Oct., Noon.
RUBI	2540	R. W. Almond	Manila	On 17th Oct., Noon.

For Freight or Passage apply to

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 5th October, 1908.



IN 16 DAYS FROM SHANGHAI TO LONDON

VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Tri-Weekly Express Service from Dairen to Kwanchengtu (in connection with Siberian Express train at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after middle of September, 1908.)

BRANCH RAILWAY-LINES:

ENOSHIMA LINE—For Enoshima (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 1 hour from Fushinlin Junction.

FUSHUN LINE—For the famous Fushun Collieries from Sanchuan Junction.

ANTUNG-HAIXIN LINE—A light railway from Mukden to Antung-Haixin connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add.: "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and KWANCHENG TU, and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "MANTESETU." Codes: A.B.C., 5th Ed., A1, and Lieber's. 1303

SHIPPING IN PORT.

STEAMERS	WAKAMITA MARU, Japanese str., 1,945
ALESSIA, German str., 3,976	T. Yamawaki, 3d October—Bombay and Singapore, 26th September, General—Nippon Yusen Kaisha.
POLENT, P. & A. S. S. CO.	WEAT CASTLE, British str., 2,700, C. J. Mattcock, 30th September—Hongkong 28th September, Coal—Jardine, Matheson & Co.
AMARA, British str., 1,562	YOCHOW, British str., 1,396, W. Schwinghamer, 4th Oct.—Shanghai 1st October, General—Hamburg-American Line.
BRASILIA, German str., 3,996	CATHERINE ALEXA, British str., 1,730, W. D. Thomas, 23rd Sept.—Calcutta & Strait, 6th September, General—D. Sesson & Co.
CHOISING, German str., 1,021	CHOISING, German str., 1,021, Buecking, 28th September—Bangkok 22nd September, Rice—Butterfield & Swire.
DAKOPA, British str., 2,522	DAKOPA, British str., 2,522, Ross, 23rd Sept.—San Francisco 1st Sept., Kerosene oil—Standard Oil Co.
DEUTA, Norwegian str., 1,102	DEUTA, Norwegian str., 1,102, J. Biagi, 29th Sept.—Bangkok 21st September, Rice—Asgard Thoresen & Co.
FITZPATRICK, British str., 2,037	FITZPATRICK, British str., 2,037, Williams, 10th Sept.—Penang 30th Aug., General—Order.
GERMANIA, German str., 1,400	GERMANIA, German str., 1,400, Flugel, 21st Sept.—Sydney 8th August, Co-Op. Siemens & Co.
HAROLD, French str., 377	HAROLD, French str., 377, O. A. Hoeg, 2nd October—Hooch 1st October, General and Pigs—A. E. Marti.
HAROLD, British str., 636	HAROLD, British str., 636, J. W. Evans, 3rd Oct.—Fuchow 30th Sept., Amoy 1st Oct. and Swatow 2nd, General—Douglas, Lapraik & Co.
HARVEST, British str., 2,418	HARVEST, British str., 2,418, C. E. Bignell, 20th September—Morocco and Moji 14th September, Coal—Comdr. F. B. Noble, Yangtze.
HELMINE, German str., 771	HELMINE, German str., 771, J. J. Jensen, 24th Sept.—Swatow 23rd September, General—Jensen & Co.
HELLGREN, British str., 2,667	HELLGREN, British str., 2,667, J. W. Martin, 18th September—from Chiuwancao—Gib, Livingston & Co.
HIMAKO, British str., 636	HIMAKO, British str., 636, J. W. Evans, 3rd Oct.—Wuhu 26th Sept., Rice—Butterfield & Swire.
HIMAKO, British str., 636	HIMAKO, British str., 636, J. W. Evans, 3rd Oct.—Fuchow 30th

POST OFFICE NOTICE

Approximate times of closing mails at Shanghai via Dalmatia and Siberia.

9th October	at 8.00 a.m.
16th October	at 12.30 p.m.
23rd October	at 8.00 p.m.

The Public are informed that on and from the 1st instant the weight limit on parcels to the United States by the direct route has been raised from 4 lbs. 6 ozs. to 11 lbs. The Postage remains the same i.e. 35 cents per lb. or each fraction thereof.

The *Princess Alice*, with the German mail of the 9th September, left Singapore on Friday, the 2nd inst., at 10 a.m., and may be expected here to-day, at 2 p.m.

The *Asia*, with the American mail left Manila on Monday, the 5th instant, and may be expected here to-morrow, at 10 a.m.

The *Polyphemus* with the French mail of the 11th inst., left Singapore on Monday, the 5th inst., at 3 a.m., and may be expected here on or about Monday, the 12th inst., at daylight.

This pocket brings replies to letters despatched from Hongkong on the 8th August.

T.O.B.

T.O.B.

DATE

Swatow, Amoy and Foochow	Tuesday, 6th, 11.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle	Tuesday, 6th, 11.00 A.M.
Haliphong	Tuesday, 6th, 11.00 A.M.
Shanghai and Kobe	Tuesday, 6th, 11.00 A.M.
Macau	Tuesday, 6th, 11.00 A.M.
Swatow and Hongkong	Tuesday, 6th, 11.00 A.M.
Manila, Cebu and Iloilo	Tuesday, 6th, 11.00 A.M.
Saigon	Tuesday, 6th, 11.00 A.M.
Singapore	Tuesday, 6th, 11.00 A.M.
Swatow and Bangkok	Tuesday, 6th, 11.00 A.M.
Amoy, Singapore and Bangkok	Tuesday, 6th, 11.00 A.M.
Moji, Kobe, Yokohama and Portland	Tuesday, 6th, 11.00 A.M.
Macau	Tuesday, 6th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Tuesday, 6th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Tuesday, 6th, 11.00 A.M.
Singapore, Penang and Colombo	Tuesday, 6th, 11.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Tuesday, 6th, 11.00 A.M.
Newchwang	Tuesday, 6th, 11.00 A.M.
Shanghai	Tuesday, 6th, 11.00 A.M.
Swatow, Weihaiwei, Chinkoo and Tientsin	Tuesday, 6th, 11.00 A.M.
Kobe, Yonago and Victoria, Vancouver	Tuesday, 6th, 11.00 A.M.
Tacoma and Seattle	Tuesday, 6th, 11.00 A.M.
Manila, Yap, Friedrich-Wilhelmsburg, Simpson's, Herbolzheim, Matua, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Port and Fremantle	Tuesday, 6th, 11.00 A.M.
Shanghai	Tuesday, 6th, 11.00 A.M.

SHANGHAI, NAGOYA, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents).

Banarang

Singapore, Penang and Calcutta

Koror, Angaur, Palau, Yap, Saipan, Truk, Ponape, Amakao, Jolul, Batanarai, Tarawa, Ocean Island, Nauru and Sydney

Macau

Manila

Macau

Nagasaki and Vladivostock

Laizzi, Zamboanga, Port Darwin, Thursday Island, Cai-ni, Townsville, Brisbane, Sydney, Mebourne, Laide, Perth, Hobart, Launceston, New Zealand and Fremantle

EUROPE, &c., INDIA VIA TUTICORIN (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Shanghai, Moji, Kobe, Yokohama and Yokohama, Victoria and Seattle

Singapore, Penang and Colombo

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne

Manila

SHANGHAI, NAGOYA, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Manila

SHANGHAI, NAGOYA, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Singapore and New York

SHANGHAI, NAGOYA, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO

Shanghai, Yokohama, Kobe and Moji

Mail for "CANTON," "WUCHEW" and "SAMKUW" will be closed on week-days at 7.30 a.m. and at 5 p.m. until further notice.

A mail for MACAO is despatched per s.s. *Swi An* on week-days 7.15 a.m. on Sundays the mail for MACAO is closed at 8 a.m.

Mail for NAMAO and SUAMU are closed every week-day at 4 p.m.

Mail for "KUMOON" and "KUMCUW" are closed every week-day at 6 p.m. On Sundays the mails are closed at 9 a.m.

A mail for Long Island (Cheung Chow) will be despatched per steam launch *Ho Yuen* daily a 2.45 p.m.

* Mails are despatched to these places on Saturday evenings unless previously notified.

BY ROYAL WARRANT.

THERE IS NONE BETTER

"CANADIAN CLUB"

WHISKY

TO BE HAD AT

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hongkong, 5th September, 1907.

TO-DAY.

Sale, Valuable Household Property, Auction Rooms, Messrs. Geo. P. Lammert, 230 p.m.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

October 5th

ON LONDON.—

Telegraphic Transfer 1.91

Bank Bills, on demand 1.91

Bank Bills, at 30 days' sight 1.91

Bank Bills, at 4 months' sight 1.91

Credit, at 4 months' sight 1.91

Documentary Bills 4 months' sight 1.91

ON PARIS.—

Bank Bills, on demand 2.21

Credits, at 4 months' sight 2.21

ON GERMANY.—

on demand 1.80

ON NEW YORK.—

Bank Bills, on demand 4.21

Credits, at 60 days' sight 4.45

ON BOMBAY.—

Telegraphic Transfer 1.82

Bank Bills, on demand 1.82

Socobee 1.82

ON CALCUTTA.—

Telegraphic Transfer 1.82

Bank Bills, on demand 1.82

ON SHANGHAI.—

Bank at sight 1.75

Private, 30 days' sight 1.75

ON YOKOHAMA.—

On demand 1.86

ON MANILA.—

On demand 1.86

ON SINGAPORE.—

On demand 1.81

ON BATAVIA.—

On demand 1.81

ON HAIKONG.—

On demand 1.81

ON SAIGON.—

On demand 1.81

ON BANGKOK.—

On demand 1.81

SOVEREIGN, Bank of Burying Rate, \$11.00

GOLD LEAF, 100 lbs, per ped. 55.60

BAR SILVER, per oz. 23.12

THURSDAY, 8th, 4.00 P.M.

Thursday, 8th, 4.00 P.M.

SUBSIDARY COINS.

October 3rd

Quotations are—

Malwa New 1.200/1230 per picul.

Malwa Old 1.240/1280 "

Malwa Older 1.240/1320 "

Malwa V. Old 1.240/1350 "

Persian fine quality 3.880 "

Persian extra fine 3.950 "

Patna New 1.205 per chest

Patna Old 1.215 "

Banaras New 1.155 "

Banaras Old 1.155 "

FRIED MATTER AND SAMPLERS.

October 4th

Printed Matter and Samplers 10.00 A.M.

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O. 10.00 A.M.

No late fee.

Letters 11.00 A.M.

TUESDAY, 9th, 1.00 P.M.

Friday, 9th, 1.15 P.M.

Friday, 9th, 3.00 P.M.

Saturday, 10th, 1.15 P.M.

Saturday, 10th, 3.00 P.M.

TUESDAY, 16th, 3.00 P.M.

Friday, 17th, 3.00 P.M.

Printed Matter and Samplers 9.00 A.M.

Registration, 9.00 A.M.

(Registration, with late fee of 10 cents, up to 9.45 A.M.)

Registration, Kowloon B.O. 10.00 A.M.

No late fee.

Letters 10 A.M.

SATURDAY, 17th, 10.00 A.M.

Saturday, 17th, 10.00 A.M.

Printed Matter and Samplers 2.00 P.M.

Registration, 2.00 P.M.

(Registration, with late fee of 10 cents, up to 2.45 P.M.)

Registration, Kowloon B.O. 10.00 A.M.

No late fee.

Letters 10 A.M.

TUESDAY, 20th, 1.00 P.M.

Wednesday, 21st, 11.00 A.M.

No late fee.

Letters 10.00 A.M.

TUESDAY, 27th, 11.00 A.M.

No late fee.

Letters 10.00 A.M.

TUESDAY, 28th, 11.00 A.M.

No late fee.

Letters 10.00 A.M.

TUESDAY, 29th, 11.00 A.M.

No late fee.

Letters 10.00 A.M.

TUESDAY, 30th, 11.00 A.M.

No late fee.

Letters 10.00 A.M.

TUESDAY, 31st, 11.00 A.M.

No late fee.

Letters 10.00 A.M.

TUESDAY, 1st, 11.00 A.M.

No late fee.

Letters 10.00 A.M.

TUESDAY, 2nd, 11.00 A.M.